



These articles and information is brought to you by The 1937 and 1938 Buicks Club. For more information please contact us at;

<http://autos.groups.yahoo.com/group/1937and1938Buicks/>

or

[WWW.1937and1938Buicks.com](http://WWW.1937and1938Buicks.com)

## **-- Warning Notice --**

It the mission and goal of 1937 and 1938 Buicks Club is to provide information, helpful hints, advice, directions and reference information for the repair, maintenance, authentic restoration and knowledge development in regards to 1937 and 1938 Buick's. Content is offered as informational only.

The 1937 and 1938 Buicks Club does not knowingly accept false or misleading content or advertising. Nor does The 1937 and 1938 Buicks Club assume any responsibility for the consequences that may occur should any such material appear.

The 1937 and 1938 Buicks Club does not guarantee the quality of any information which is included in this or any other publication. Under no circumstances shall The 1937 and 1938 Buicks Club be liable for any damages, losses, or injuries resulting from use reliance on the content of this or any other publication. Any reliance on this or any other publication content is at your own risk.

As a precautionary measure, The 1937 and 1938 Buicks Club strongly recommends that you contact a professional mechanic or restoration shop to check your work or answer specific questions.

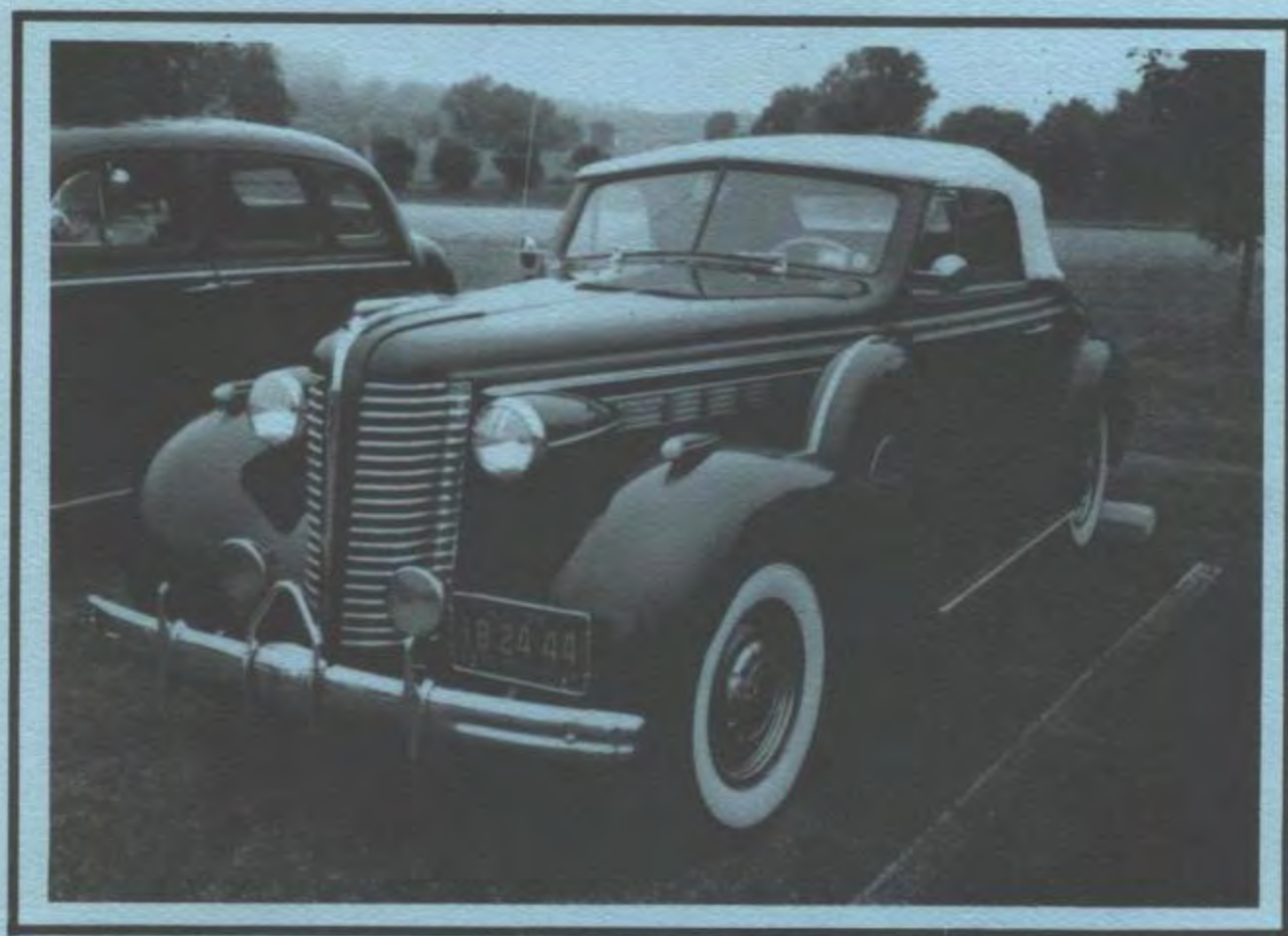
## **-- Copyright Notice --**

All rights reserved. All documents and publications on The 1937 and 1938 Buicks Club web site or that can be down loaded from The 1937 and 1938 Buicks Club web site are protected under both U.S. Federal copyright law and international treaties. No component of this site, including text, images and computer code, may not be reproduced or copied in any form or by any means--electronic, graphic, digital or mechanical, including photocopying or information storage & retrieval systems--without the express prior written permission of The 1937 and 1938 Buicks Club.

# THE TORQUE·TUBE

THE NEWS PUBLICATION FOR MEMBERS

OF THE 1937-1938 BUICK CLUB • FOUNDED 1980



**Volume VIII • Number 6**





# THE TORQUE·TUBE

THE NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB • FOUNDED 1980



Vol. VIII, No.6 • April 1990

• William E. Olson, Editor •

• 842 Mission Hills Lane, Columbus, Ohio 43235 •

## • Club News •

"If you have tears, prepare to shed them now."

That is what my friend Ed Hunkins might have said to me if he were a Shakespeare scholar and could quote Marc Antony's oration from Julius Caesar. Ed, who with his son Steve operates a small shop devoted to work on "special interest" cars, had just taken in my '37 Roadmaster to continue the work on it begun last year. (That included replacing the whole rear end, a story I related last spring.) Instead, Ed said: "I have some bad news for you." After hearing the news, I did not quote Shakespeare either, unless "shit, Shit, and SHIT!" can be found in some obscure corner of the Bard's work.

That timeless expletive was as good a response as any, I guess. Last summer, we had begun to notice some noises apparently coming from the bottom end of the engine. I decided we should have a look at the main and rod bearings. The bad news was that the engine rebuilder (two owners removed from me) had put the rods in backwards. Does this make a difference? Does a bear ...? Well, we know bears do, and it sure does. Primarily, it results in an incorrect flow of oil through the engine.

Ed Hunkins has many virtues, and not the least of these is that, unlike your typical modern "mechanic" who thinks he knows everything, Ed actually reads the Shop Manual, and he reads it first. If you read the Shop Manual you will find that "rods must be assembled to crankshaft with oil spray hole facing the camshaft" and "connecting rod should have the marker on the rod and the cap pointing toward rear of the engine." (Sec. 6-24) The know-it-all may assume that the marker arrow should point to the front, as it probably does on many engines. Putting engines together on assumptions is a perilous business.



*Founded by Dave Lewis in 1980*



How much damage was done by this stupidity, and what remedies will be necessary, have, as of this writing, yet to be determined. What is clear is that: (1) I'm in for some major work I did not anticipate; (2) some other things I wanted done to the car this year will probably have to be deferred, money regrettably not being unlimited; and (3) it appears unlikely that the car will get to the BCA National Meet this June.

Last year the Roadmaster didn't make the National because the rear end was all apart. I was hoping this year for a shot at a BCA National Meet award against the tough competition I know will be present, and to scotch the persistent rumors that I don't really have a car at all. It will be nice, I guess, to be able to walk around, as I did the last two years, and take pictures, shoot the breeze, pick over the parts, and marvel at all the serious competitors with their rags, sponges, toothbrushes and touch-up paint. However, the plain truth is that I am damn annoyed, and half-wish I'd sold the bloody car last summer before I ever knew its dreadful secret. Worse, I am also beset by the very troubling notion, which will not go away, that there are more dreadful secrets.

The lesson of all this, to my mind, is the following:

Either buy a project car and do it yourself or have it done by someone you know is capable; or

Buy a car restored by a first-class professional who clearly does it right.

"Amateur" restorations and jobs by "professionals" you never heard of may be fine, but the price is seldom low enough to justify major risk, and that's what you may well be taking. The Roadmaster was acquired, probably in the 1970s, by a young man in Colorado named Mike Turner, who undertook a full-scale restoration. It seems clear that Turner intended to do a good job, and in many respects did, but simply did not know enough to avoid mistakes. He got married and started a business, and, presumably needing money, put the car in an auction. Bob Carson (#571) bought it at the auction and did some additional work on the car during the year or two he had it. I thought I bought the car from Bob at a fair price and still believe that I did. Its great virtue is that, with one or two small exceptions, the body and frame are exceptionally clean, straight and sound. One seldom, if ever, finds a car like that in the East or Midwest, as the various stories (e.g. David Paulisin's in this issue) of seeing the earth when looking at (or for) the floor pan will attest. Nevertheless, the thoughts I once had of owning a car with less money "invested" in it than its market value have been turned into so much ephemeral fluff. In that, I guess I'm no different from many, many other people.



## COVER CAR



Alan Mattei's (#700) very engaging dark green 1938 Special convertible coupe (model 46-C) at the Eastern Club Meet last September. Alan and his wife drove the car from Canastota, New York (near Oneida Lake, between Utica and Syracuse) to Mansfield, Ohio, a good day's trip, to be with us. They were delightful luncheon companions for Mary and me at the Malabar Inn, where Alan, who runs a paper products company, was pleased to find place mats of his manufacture. (Photos by Jeff Morris, #108)





*A very nice 1938 Special sedan owned by John Reynolds (#61) of Chatsworth, California. No distracting background here. (Photo by John Reynolds.)*

### YET MORE ON CATS

Chris Campbell (#634) has recommended another product for removing what is euphemistically called "pet odor" — that is to say, cat pee. This is called "Out Right", manufactured by Brandon Corp. It is a liquid concentrate which is mixed with water and sprayed or sponged on the affected area. We believe this product is sold in pet shops. Because of the danger of water-staining cloth upholstery, I would first try the Arm & Hammer powder described in the last issue. Another time-honored method of removing odors from almost anything is simply to put the item out in bright sunlight. Of course, it must be something you can get out in sunlight, and with some parts of cars, that will not be easy. Moreover, because, to quote Chris, "one cat's legacy attracts others," you may need to post a guard if you leave the item in your back yard.

By virtue of his having submitted two contributions on the subject, Chris has been appointed Master Cat Pee Eradicator of the Club. I am obliged to temper what I said about his politics in the last issue, as it appears that he was once treasurer of "Bay County Youth for Goldwater" (remember him?). But that was in 1964. Moreover, one does not need to be very far left to be "too far left to suit me." (The origin of this banter is as follows: a few years ago I discovered that Chris was representing intervenors in Michigan Public Service Commission proceedings involving my employer, the American Electric Power System. Each such group of course contends that its electric rates should be lower than they are, or at least lower than one or more other group's rates. Notwithstanding that such intervenors may include big corporations — BP America (Sohio) is one that comes to mind — I consider all of them ingrates and nihilistic neo-Marxists!)

Before we leave this subject — perhaps forever — here's yet one more cure, courtesy of Glen Borchardt (#701). This probably works better for those musty, or mildew, or "mousey" odors, than for the more powerful aromas of felis domestica. Get an ounce of whole cloves (available at a health food store for about a buck), spread throughout

the car interior, and close up tight for several days. According to Glen, it leaves a "pleasant, light spicy smell." Go for a drive after that and you'll feel like neckin' in the park, just like those good old days.

### BCA NATIONAL MEET

Everyone who is able to is urged to attend the Buick Club of America National Meet, to be held at Kings Island near Cincinnati June 6-10. As in the past, the Club will hold its "annual meeting" there, probably on Friday night or Saturday afternoon. The exact time and place will be posted on the BCA bulletin board at the Kings Island Inn. The Club made a pretty good showing last year, and I hope to see at least as good a turn out this June.

### EAST COAST CLUB MEET

David Bylsma (#117) has organized an East Coast Club Meet to be held this August in Maryland. So far as I've heard to date, David is the only one who has done anything about putting together a 1990 Club event anywhere, east, west, north or south. So, this may well be our only Club event in 1990, and I hope as many people as possible will attend. Here's a brief outline:

Date: August 17-18, 1990

Place: BWI Days Inn  
7481 New Ridge Rd.  
Hanover, MD 21076  
301/684-3388  
\$49 per night for attendees.

Contact the hotel as soon as possible for reservations and mention the 1937-1938 Buick Club to receive the special rate. There will be a caravan to Historic Ellicott City Town Center on Friday, August 17. The Town Center features many antique and craft shops. On Saturday, August 18 there will be a car show and flea market, followed by a dinner in the Days Inn banquet room and a short meeting.

There will be more information in the next issue.

### VANITY: EXPENSIVE!

Other people's "vanity" plates are kind of fun: sometimes the message is plain; sometimes not so plain; sometimes very obscure. Among those I've seen recently are the following which, if I were a member of the polizei, would make my eyes light up. They're plain enough.

Mercedes 560 SEL -	COSTLY
Mercedes 300 SE -	XPNSV
'76 Caddy convertible -	BAD BOY



Now, if you were one of those guys with the gray suits, and the belts, and the big hats, and the lights on top of their LTD Police Interceptors, wouldn't you just love to nail one of those dudes? "Costly, huh? 10 points on your license already? This is really gonna cost you!" "Clocked ya at 70. You been a bad boy again!" The majority of police officers are pretty decent about things, but gee whiz, why ask for it?

Years ago I saw a car and occupant I still remember vividly: '59 Caddy convertible, bright orange; top down; driver, complete with white hat, sunglasses, and cigar, a good 20 stone; Florida plates said "FAT MAN". Who was he?

In case you didn't know, a "stone" is 14 pounds — chiefly British. Sometimes I tell people I weigh 16 stone; this doesn't sound anywhere near as gross as the equivalent in pounds. Speaking of matters British: they don't have "vanity" plates. British plates have combinations of numbers and letters, as U.S. plates do, but there the similarity pretty much ends. As I understand things, a British plate is issued once and then, whatever that letter-number combination is, it lasts forever, going from car to car. Apparently, it may also be bought and sold, as cars may be. Among the British antique-car fraternity, certain plates are sought after for their historical associations. One cannot get a "special" plate, as I did here in Ohio, simply by picking something nobody else already has and then paying the BMV to have the boys in the penitentiary make it up. Prince Andrew can't get "RANDY", nor his bride "FERGIE", even if the Queen would permit that, which seems unlikely. (Indeed, the pictures of the '36 McLaughlin-Buick Limited ordered by the then-Prince of Wales show a license plate "CUL 421" — unremarkable, surely.) All of that being so, and what with the likes of Prince Frederic von Anhalt selling his title to Hugh Hefner and similar goings on, it was perhaps inevitable that someone would assemble a group of unusual British plates and auction the damn things, and that the owners thereof would make a bundle. This occurred last December. "B1 LLY" and "LUV IT" went for the equivalent of U.S. \$53,000 each, and "1A" hit \$256,000. Total sales: a cool \$2.4 million. It's a hell of a thing when one must insure one's license plates with Lloyd's of London because they're worth more than the car!



*What a line-up! At Malabar Farm during the 1989 Eastern Club Meet. (Photo by Jeff Morris (#108).)*

# *Coping with Adversity*

## GOOD NEWS & BAD NEWS

BY TOM ALDERINK (#735) — HOLLAND, MICHIGAN

About a year ago, I bought a tired 1937 Roadmaster formal sedan (model 81-F). At present, there are parts everywhere; in the garage, in the shed, in the attic, and in the basement. The body, which has been gutted, sits on the frame by a body shop waiting for work to be done on the rear inner fender wells. I am rebuilding the engine at a fellow car club's shop with close supervision. Someday I'll reassemble these parts and drive the old car again.

I purchased a second 80-series parts car from Bob Carson in Wyoming for the rear fender wells. Bob's description, and the pictures he sent, were exactly what he said it would be. The problem was how to get the car home from 1500 miles away. I made numerous contacts and plans but nothing seemed to work out. I finally got an ex-truck driver (retired) to get the car for me. (He lived 35 miles away from me.) He was going to leave the Monday after Thanksgiving. His estimated time of travel was about a week. That whole week I couldn't wait for his return. Then it happened. One night I came home from work and my wife met me at the door with a beer in her hand. She said, "You might need this!" I looked around to see if the kids were OK. The van she drives for her business wasn't dented, so I was a little confused as to what she meant. She finally said it. The guy who went to get my Buick parts car had an accident on the way back. My heart felt like it dropped to my toes. The trailer had separated from the tow vehicle and went sliding on its top down the opposite lanes of the highway. Luckily the guy was not hurt, nor anybody else, but he was really shook up. He will never deliver or pick up another vehicle because of it.

When I saw the car, the top was caved in and all the parts that went flying during the accident were thrown in the back seat. I almost cried! However, the inner fenders that I was after are still usable. I have changed my method of restoring the car, but not too terribly much. Just go to Plan B.

As soon as I figure out what I need and don't need, there will be a list of parts for sale in the next issues of the Torque Tube.

EDITOR'S NOTE: Maybe I need not say this, but the foregoing story shows that one cannot be too careful with trailers, hitches, and connections. It is often tempting to overload them, to try to "get by" with something not up to the job. Such temptations should be resisted. We don't know exactly what caused the "accident" referred to in Tom's story, but it is safe to assume that something was too weak, too old, too small, or not hooked up right. It's true that occasionally things fail despite the best of precautions, but there is enough safety factor built into good equipment to survive most failures with little or no damage. When it comes to trailering, leave risk-taking to someone else. Suppose it had been, not a parts car, but a prize-winner on that trailer.



# ***SMOKIN' 'EM OFF THE LINE!***



**BY GEORGE S. GERBERICK (#136) - WEST COVINA, CALIFORNIA**

When I first joined the '37-'38 Buick Club I wrote to Dave about my '37 66-S and how I used the car. I thought it was time to give you an update on my activities.

The car was purchased in late 1957 to be used as an NHRA (National Hot Rod Association) "E" stock drag racer. I traded a 4-door Century and \$50.00 for the Coupe. I had been racing an "A" stock 1957 Chevrolet but had very little luck. It seemed that everyone else had one and they all went faster than I did. My good friend was racing in "E" stock with a '51 Mercury and lost only to a '39 Century Sedan. I wanted to win races, so decided that I needed a Buick if I was going to win.

The Coupe received a valve job, a re-jetted carburetor and a set of headers. I raced against Ford flatheads, 6-cylinder Chevrolets and Plymouths, and some Olds 88's. The car was rarely beaten, and then only by other Buicks or Oldsmobiles. The babbitt rods and flat pistons were used and in fact are still being used today.

Because of the U. S. Army and marriage, the car was no longer raced after 1958 and was converted to daily transportation. It was my only car during the Army years and took my wife and me to Texas and Oklahoma. After the Army it was used as a second car until retired to the garage in 1965. It was very tired by now and needed rebuilding.

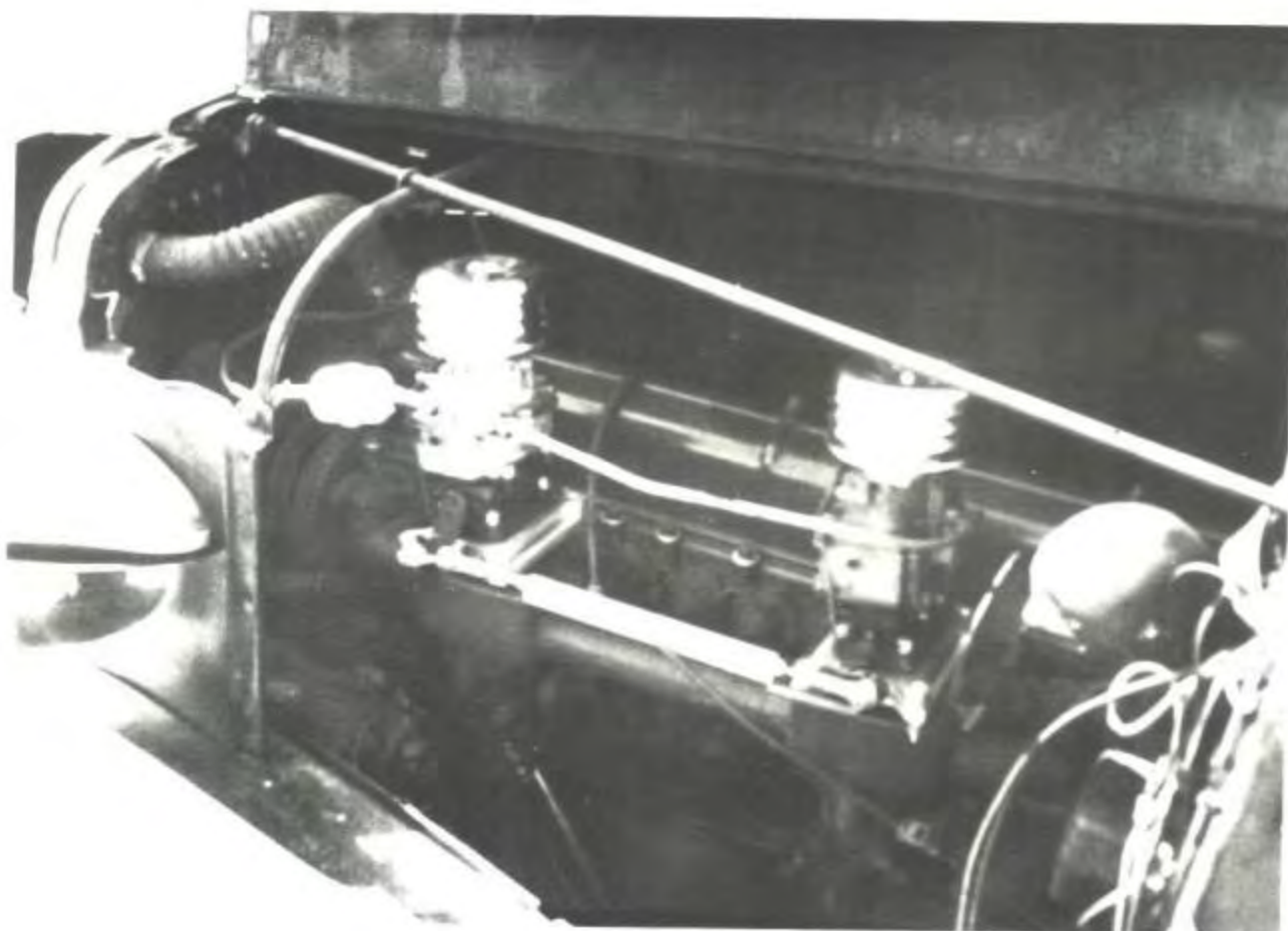
In 1975 I felt it was time to drive the car again. The engine was disassembled and received several used pistons, new rings and a valve job. The exhaust was changed back to stock and back to the street I went.

By this time "nostalgia drags" were being held once a year by the 4-Ever-4 Car Club (they raced 4 cylinder flathead Fords). This time it was not class racing but "bracket" racing. This allows you to run under a handicap system so all cars will have an equal chance. I went to the Memorial Day event in 1975 and won my bracket, so I was hooked once more by the racing bug.

I enjoyed my once-a-year drags, but around five years ago I decided that once a year was not enough and I wanted to go faster. I joined the NDRA (Nostalgia Drag Racing Association) and started towing the car to the San Francisco area for special meets. Other local areas started to have these races also. In 1989 we raced four times and in 1990 there will be five or six within reach.

Flat towing was a problem so I purchased a trailer a few years ago to make the trips easier and much safer.

Little by little I have made changes to the car for more power and speed. It now has a 1941 dual intake manifold with 1937 60 series carburetors. (An adaptor was made to mount the 4-bolt carburetors on the 3-bolt manifold.) The head was milled .100" and a special cam was installed. The exhaust is open with short pipes from the 1941 split manifold. I use a late style closed 4-row radiator with overflow tank.





It still has the old style rods and pistons and the motor has never left the frame. I have insert type rods and 1951 pistons for the next change.

The car has never been restored and still has some of the original paint and upholstery. Nothing has ever broken or failed.

The NDRA races are a family affair and have provided us with lots of fun over the years. The pictures enclosed are from the 1989 season. My greatest pleasure is talking with the spectators. The young people want to know what kind of a car it is and are amazed to see 8 cylinders in a row. The old guys tell stories about the old Buicks they had or their fathers had. They also tell about how fast their Buicks were at the drags. (Each time I talk to them the cars get faster.) There is no question about it, Buicks were the performance cars of their day.

My Buick now runs around 80 miles per hour in the 1/4 mile and in the low 17-second range for elapsed time. I have a few trophies and many fine memories.

Some of you may not agree with how I use my Century, but I find it a great thrill to smoke 'em off the line, to throw that big shift to second and high and to challenge those Chevy V8 guys to "catch me if you can." I call myself

George S. Gerberick  
"WORLDS GREATEST '37 BUICK DRIVER"



EDITOR'S NOTE: Those who think babbitt-metal rod bearings next to worthless may contemplate the use that George Gerberick's Century has had: hundreds, perhaps thousands, of tire-smokin' "flat-out" runs through the gears, plus many years of everyday use, and the rod bearings are still there. (Not to mention everything else.) Buick Century coupes were popular "dragsters" many years ago, and some of you may recall that's how Bob Pipkin (#76) got started with '38 Buicks. Drag racing is obviously not everyone's cup of tea, and I was, I must admit, taken aback when I first learned of George's activities three or four years ago. Having thought about it, however, I have concluded that it's doubtless a hell of a lot of fun, and so: why not? Unlike most "street rods," the "stock" dragster can in all likelihood be restored to authentic "factory" condition. The street rod, however, is a street rod forever.



George's Century coupe lined up with another "nostalgia" dragster. Six "Attaboys" to the first member correctly identifying the other car.





# Master of the Road:



**BY DAVID PAULISIN (#704) — BIRMINGHAM, MICHIGAN**

I discovered my 1937 Roadmaster four-door convertible in November 1987 while looking for transmission parts for my 1939 model 41 at the Lapeer, Michigan barn of Jack McCarthy. Jack is a long time BCA member and owns a fine collection of cars and parts. Jack and his wife Bernie are about the finest people one could ever meet.

The 80-C was in a dismantled state for some 10-15 years. Jack bought it in this "basket case" condition several years ago. The last time the car was together and roadworthy was 15 or 20 years ago, at the residence of a Lansing, Michigan man. Someone had evidently begun a restoration years ago and given up.

I inquired about the car and Jack said it was for sale; in fact, Bob Carson (#571) was coming to look at it while in the area on business. The car looked like a military half-track that had been hit by a bomb. Pieces were all over in boxes, and could be seen under the car by looking through the large holes where the floor should have been. However, Jack had knowledge of all the parts present, and those that had been lost over the years.

## My '37 80-C

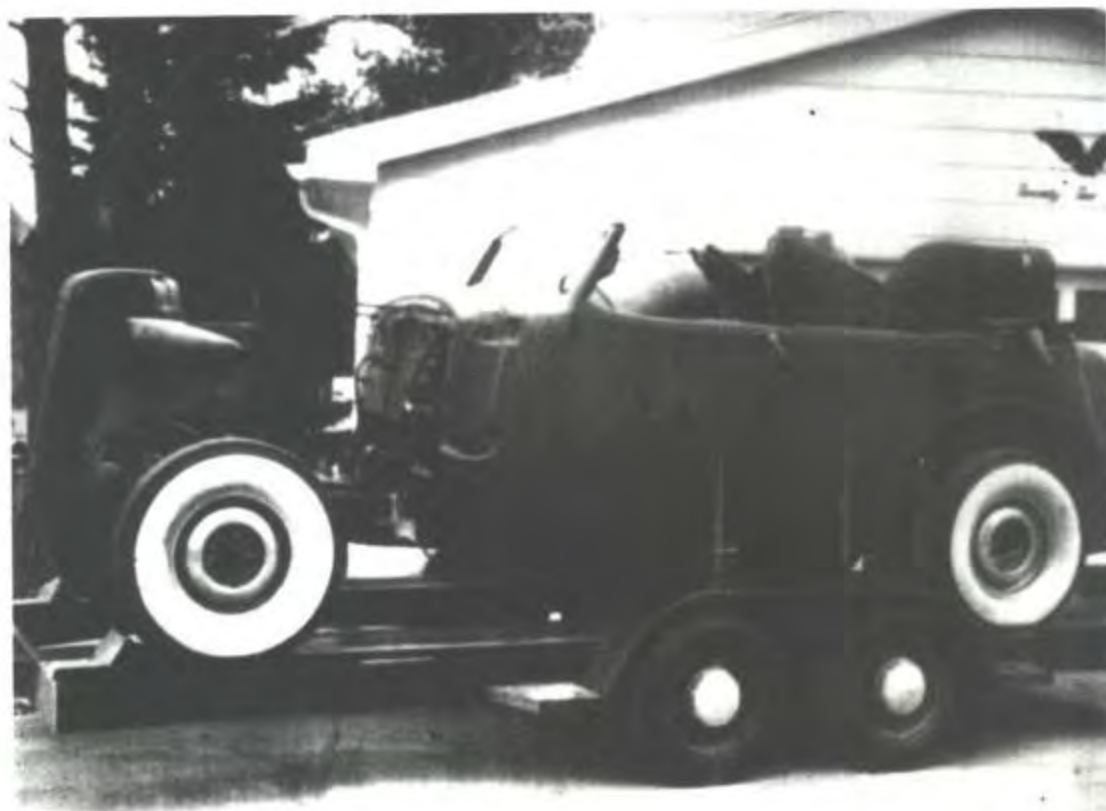
I did not find the '39 transmission parts in Jack's barn, but I thought about the green-tan-and-red-primed hulk for some time. I could not get it off my mind, and in February 1988 I called Jack. Yes, the 80-C was still there. Bob Carson had decided he did not want it.

Jack and I hammered out a deal on the phone and before I knew it the title was in the mail. Jack said he'd help to steer me in the restoration, and provided much valuable advice, knowledge and overall guidance.

A frame-up restoration was started in March 1988 and completed in July 1989. I did not drive the car until late July. In August the 80-C made its maiden voyage from Flint, where the work had been done, to my home in Birmingham. The 70-mile trip went well. However, after I'd stopped for gas going onto I-75, the engine turned over slowly, and I had a feeling that the starter would need more work — another story.

The 80-C was restored by a group of retired people in Flint. Work was done mostly on a daily basis, and therefore the restoration time was shorter than it is for many other projects. I feel the car came out very well. It is not a 100-point car, but we tried to be authentic and maintain its dignity.

I did not do any of the actual physical restoration myself. I was 70 miles away, trying to dig up information, parts, and — oh, yes — the money. I found out about the '37-'38 Club when I made a call to Dave Lewis about parts. I am very glad I took his advice and joined; it is like a family.



March 1988. The basket case on its way to resurrection. The chrome wheel discs can be clearly seen.



I had the car appraised while it was still in a dismantled state. I used the appraisal with its complete inventory to obtain a loan from my bank. It happens that the bank manager loves old cars. Therefore she did not think I'd smelled too much nitrous oxide and lost all my senses.\* I was lucky to get this loan to finance the restoration. Most bankers would probably have shown me the door.



I do not consider this car an investment, especially as I had to take out a loan to finance the project. I did it out of being an "old car nut". I was bitten by this bug as a kid in the 1950s, working with my grandfather on his 1928 Graham-Paige. He bought the Graham new in 1928 and drove it for family use until 1961. He sold the car while I was in school and my brothers were in the service, or it might be in the family still.

I would like to thank Jack McCarthy, Bill Lynch, Ray and Doug Hatch, my neighbor Leo, Claude Schultz, and Bob Polidor for all their help and expertise. Without it the car would still be in pieces. Club members Bob Carson (#571) and Chuck Van Koten (#388) went out of their way, generously removing parts from their own cars and loaning these parts to me for duplication. Bob also found many scarce pieces for me and shared the experience he gained restoring two '37 80-Cs. I cannot thank them enough. I also wish to thank Club members Dave Lewis, John Huffman, John Steed, Pat Moyer, and Bob James, as well as Pat Sharkey, Vern Bethel and Bob and Bev of Bob's Automobilia.

---

\*David is a dentist. Nitrous oxide is the dentist's "laughing gas." When properly administered it causes the patient to be mildly euphoric and "feeling no pain."...Ed.



*Labor Day, 1989. David's Uncle Sy driving, with Uncle Lou in back. Uncle Sy never wears his toupee when the top's down. One has the feeling these two guys are a Paulisin family vaudeville team.*

I intended the car to be a driver and not a museum piece, but I've strived to make it as complete and authentic as it was when it left Flint in 1937. Things that are not correct on the car:

- (1) 8.25 x 16 tires - they were brand new when I bought the car, the only new parts it had; some day I'll put on the correct size.
- (2) When it came time to replat the top bows, I decided I could not afford it, so they were sandblasted and painted body color.
- (3) I installed hardened valve seats to be sure I had no trouble with unleaded gas.
- (4) Because I was unsure of the correct color for the instrument panel, it was painted body color.
- (5) I think the rear window is 1938, but that is for the experts to debate. The car came with an old black top and the window was in it. My upholstery man, a retired Buick "trimmer," thought the top and window were original.



I changed the color from the original Samarra Beige with black top and dark brown leather to Chancellor Blue with tan top and light brown leather. The color change was made before I joined the Club. With the Club's paint formulas I would have been able to duplicate the beige, and would have retained the original color if I'd had the formula in time. None of my restorers knew anything about Samarra Beige. The only clue to the original color was a two-inch spot of olive-tannish at the nose trim strip area. We thought this kind of bile-like, to tell the truth, and did not know what it was.\* My wife and kids like blue, and Chancellor Blue seemed a beautiful color, so that's what it was. (My '39 Special is that old Buick favorite, Verde Green.)

The wheel discs were chrome plated. The sidemount face plates and tread covers were also chromed when I got the car. I was sure that was not right, and assumed the chrome wheels were incorrect also, the result of some former owner's desire for a little customizing. I had all the chrome stripped from the wheels and sidemount covers, and with a fresh coat of blue they looked much better. Now I know that chrome wheel discs were an option in 1937, and they probably were that way originally. If I had known that at the time, I probably would have tried to replat the wheels.

There are always "bugs" to work out. I have been busy this winter with work on the starter, battery ground, oil pump, and other problems.

Driving this car is a pleasure. It drives better than any car I've had. The 80-C truly is master of the road. However, if it quits and won't start again, it is hell to push by oneself! I found that out fast on one Sunday morning drive.

---

\*It's true — Samarra Beige is a color one just doesn't expect. — Ed.



## NEW MEMBERS



Steven S. Lamb (#813)  
403 Ventura St.  
Altadena, CA 91001  
818/797-0962  
'38 47

John L. Hayes (#814)  
27 Highland Dr.  
Henniker, NH 03242  
603/428-3053  
'38 81

Jule L. Schmidt (#815)  
1075 Granada Ave.  
Merritt Island, FL 32952  
407/453-4815  
'37 41

James F. Terruso (#816)  
855 N. Main St. #6  
W. Bridgewater, MA 02379  
508/587-6049

Sebastian ("Buster") Gazzara  
21 Norfolk Rd.  
Randolph, MA 02368  
(#817)  
617/986-5828

Hal Durian (#818)  
1705 Bridgeport Ave.  
Claremont, CA 91711  
714/624-0338  
'37 80-C

Ken Pullig (#819)  
208 Arlington St.  
Framingham, MA 01701  
508/620-0250  
'38 66-S

Steve Musich (#820)  
137 E. Hamilton Ave. 106  
Campbell, CA 95008  
408/395-1513  
'38 40

Thomas J. Howa (#821)  
124 N. Young Oak Rd.  
Salt Lake City, UT 84108  
801/328-0678  
'37 81

Walter E. Smith (#822)  
43655 Bravo Lane  
Lancaster, CA 93535  
805/946-1312  
'38 66-C



# TECHNICAL TIPS



## COOLING SYSTEM - II

This is a subject of continuing and perennial interest, and it may well be that too much cannot be said about it. First, we may continue the last issue's general discussion by reviewing a few more basic points.

**Thermostats:** The "backyard" mechanic may be tempted to remove the thermostat where the car is expected to be used only, or primarily, in warm weather. This is a mistake. The restriction of flow provided by the thermostat, even in its open position, is designed into the system. Absence of the thermostat will tend to allow coolant to move too rapidly, and a given volume of coolant will not be in the radiator long enough to give up the necessary amount of heat. Leave the thermostat in place. Unless it is not opening fully, it is not the source of your trouble. A suitable thermostat may be purchased at any large NAPA store, and the NAPA catalog of thermostat applications lists both the 247 and the 320 engines back to 1937. (There are several other sources as well.) Both 160 and 180-degree thermostats are available, and one may take his choice. The Editor believes the 160 is preferable, but the other has its adherents. The Shop Manual says the "factory" thermostat was fully open at 170 degrees.

**By-pass valve:** This is a semi-peculiar structure. It is fine when it works right, but it is frequently difficult to tell whether or not it is working right. The by-pass valve is — effectively — impossible to repair, and one must either eliminate it or find a working replacement. The object of the valve is to allow coolant to circulate through the block when the thermostat is closed. In that case, the pump will move coolant into the lower block, back out through the head and into the lower block again. The following excerpt from the 1937 Shop Manual describes this. This is a controversial device, which requires more study.

### THERMOSTAT

Thermostatically operated by-pass type of water temperature control is used.

This system of engine water temperature control permits the water pump to circulate coolant through the engine during the warm-up period, without passing through the radiator, thus allowing the engine to reach its normal operating temperature quickly.

This is accomplished by means of a thermostat located in the passage of the cylinder head water outlet, and a spring-loaded valve located in the water passage between the cylinder head water outlet and water pump inlet. See Figs. 6-36, 37.

This spring-loaded valve is smaller than the neck where it is located and this allows a fixed orifice. The total area of

Paul Culp is not ready to return. When (notice I did not say "if") he is, his "Engine Rebuilding" series will resume with an article on the cooling system. During the next two weeks, I want each of you to send Paul a postcard stating: (a) that he is a slacker and a knave; or (b) that you love him and miss him and are pleading on bended knee for him to continue the articles. Meanwhile, the Editor's own commentary on cooling systems continues, along with other matter.



this orifice is equivalent to a  $\frac{1}{2}$ " hole, and permits a thermo syphon circulation when the engine is not running, cutting down the effect of "after boil." i.e., the stagnating of coolant in a hot engine when the pump is not circulating same.

When the coolant is below normal operating temperature, it is blocked from circulation through the radiator by the thermostat valve. The pump pressure forces the coolant through the by-pass valve and allows coolant to recirculate through the cylinder block and head.

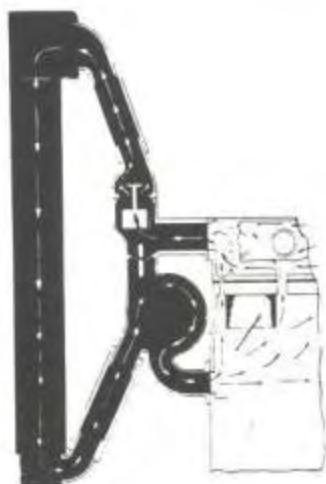


Fig. 6-37. Normal Circulation

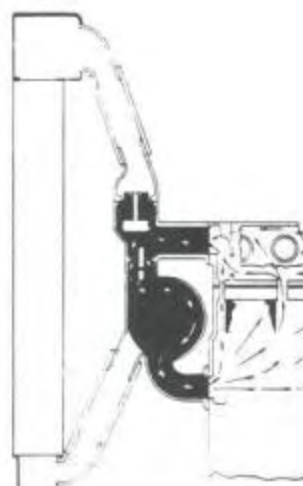
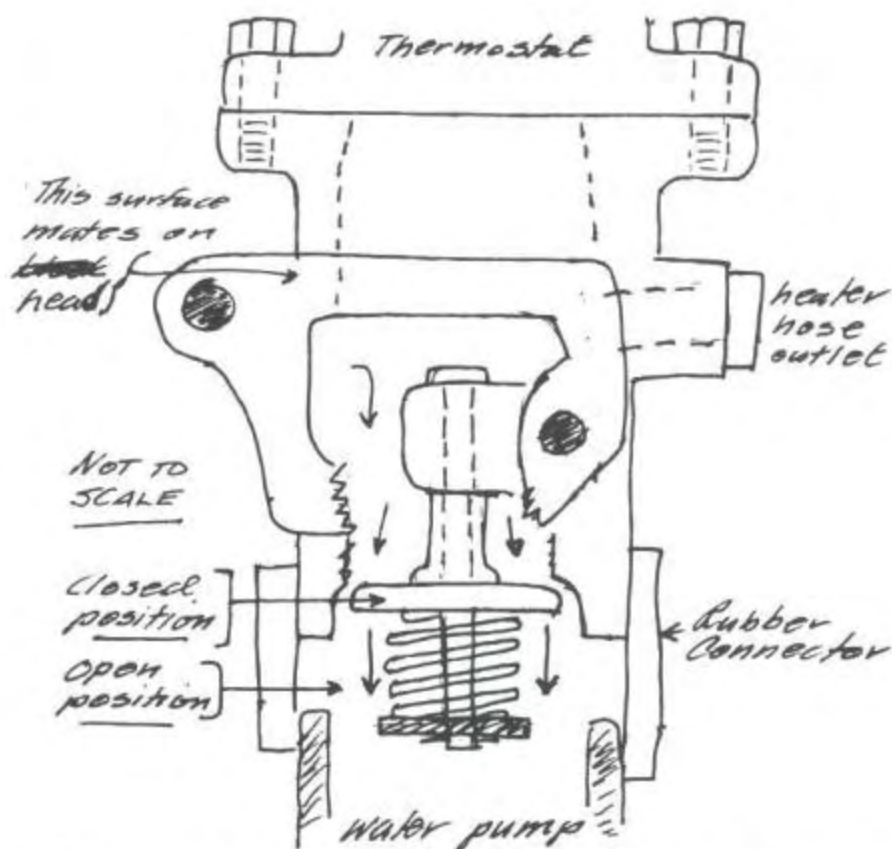


Fig. 6-36. Recirculation



"Cutaway" sketch of water by-pass valve.

In the sketch shown on the preceding page, coolant enters from the direction in which you are looking. If the thermostat is closed, pressure will force the spring-loaded valve down, opening the orifice in the valve body. When that pressure is relieved by the opening of the thermostat, the spring will close the valve. Even when closed, there is a small passage around its edges.

Radiator core: The "core" of a radiator is the part between the "tank" at the top and the "tank" at the bottom, surrounded by the outer frame. It is made up of numerous vertical tubes and cooling fins, arranged in a structure through which air can pass. Coolant is drawn out of the radiator by the circulating water pump, through the lower hose which connects the bottom tank of the radiator to the pump, and forced into the block. As this coolant absorbs heat in the engine, it rises through the passages in the block and head and eventually moves through the upper hose into the top tank of the radiator. The action of the pump draws this hot coolant down through the tubes where its excess heat is given off to the air passing through the core. (It is often incorrectly supposed that the pump pushes coolant into the radiator, but that is not how the system works. Coolant is drawn out of the radiator and pushed into the block.) Air is moved through the core by the action of the fan, or, at higher speeds, simply by the movement of the car through the air. Obviously, any plugging of the tubes will cause trouble. In some cases, the core can be removed and the tubes cleared; this is commonly called "rodding out." When coolant is thrown back out through the filler neck, it is generally a safe conclusion that the radiator is plugged up. (This happened to John Fawcett at the 1987 Club Meet at Flint. John had never driven his car more than a few miles at any one time before, and after a hundred miles or so at highway speed the car overheated. Attempts to refill the radiator with the engine running — with, I might add, a solution of ethylene glycol generously provided by the Editor — resulted in the "severe intestinal flu" syndrome: it came back up as fast as it went down. This was very likely caused by scale and gunk having been loosened during the drive to the Meet and lodged in the radiator tubes. John undertook to tow the car home, and that proceeded successfully until one of the front wheels came off, bashing a nice sidemount fender. All in all, not one of John's better adventures, but he took it in stride with as much good humor as might be expected. He may now be in bad humor, however, at having been reminded of it.)

We are all familiar with what may be called "parade" overheating. A few cars I know of have exhibited persistent overheating at highway speeds, although they run at acceptable temperature levels under moderate "drive-around-the-neighborhood" conditions. Two that come immediately to mind are the '38 Limited owned by George Cranford (#202) and the '38 Century coupe formerly owned by Clarence Hoffman (#546); there are also reports of this problem from other people, typically involving '30s and '40s cars with the 320 engine. Investigation of the usual causes of overheating in such cases typically turns up nothing obviously wrong. Clarence eliminated the problem, I am told, by having installed an "industrial" core.

The "factory" radiator core has, as we have observed, a number of tubes surrounded by cooling fins. The tubes are arranged in rows. Going side-to-side across the radiator, the tubes in each row (other than the first) are located directly behind the tubes in the row ahead. In the "industrial-type" core, as I understand things, the rows are staggered so that no tube has another tube immediately in front of it. Thus each tube has a flow of air completely around it. The industrial-type core thus provides, or may provide, greater opportunity for the heat in the tubes to be dissipated into the moving air. (My information



is that Clarence's car received an "L-type" core; it seems that these cores have several different configurations. Presumably, a radiator expert can explain this.)

George Cranford's Limited has had the overheating-at-speed syndrome for some time; I recall discussing it with George at the '87 Flint Meet and being mystified. With the help of David Bylsma (#117), George has tried just about everything, including flushes, different fan pulleys, and all the rest. So far, nothing has made much difference, if any. This case may be addressed by re-coring the radiator with an industrial core. If this is done and works, I think we will have developed a very useful body of information. There will be further reports on this in the future.

Before we leave the subject of radiator cores, we can speculate for a moment on the cause of "mystery" overheating at speed. David Bylsma says he has heard several reports of cars that developed this condition only in the relatively immediate past. He suggested to me that the culprit may be modern gas. This is an intriguing possibility which deserves further study. We know that the gasoline sold today differs in important respects from that sold 50, 20, or even 10 or fewer years ago. We also know that modern engines, which use pressurized systems and ethylene glycol solutions year-round, run at much higher temperatures than cars of the 1930s and '40s, in many cases well above the boiling point of water. It may be that modern fuels generate more heat in combustion, and that in some cars this may be enough to cause trouble.

If modern gas is the cause of, or a major contributor to, the overheating-at-speed syndrome, there is plainly nothing that can be done as a cure other than to modify the car. It remains unexplained why the syndrome has affected only a relatively small number of cars. Perhaps these cars have some undiscoverable flaws: defects in the block or head castings, for example, that partially obstruct one or more water passages.

Fan pulley: Glen Borchardt (#701) told me that he installed a fan pulley from a 1940 Buick on his '37 Century. This pulley is slightly smaller and gives about six percent more fan speed. This may help, either by itself or in combination with other approaches.

## RADIATOR HOSES

About once a month I get a question about radiator hoses. Here are the dimensions of the original factory hoses:

	<u>Length</u>	<u>I.D.</u>
Water pump to by-pass valve	2"	1-13/16"
To radiator inlet	7"	1-9/16"
Radiator outlet to pump (40)	Curved	1-7/16"
Radiator outlet to pump (60, 80, 90)	Curved	1-9/16"

The short hose or tube that connects the pump and the by-pass valve housing, and the upper hose to the radiator inlet (top tank) can be replaced with "Vulco." This is a reinforced rubber tube which looks quite authentic and can be purchased at auto parts establishments as well as from various restoration supply firms. It is unlikely you can get it in the precise I.D. dimensions given above; however, 1-3/4" or 1-7/8" for the short hose and 1-1/2" for the longer will work, as the tube will stretch (or can be compressed) enough to fit. You may need to get a bigger piece than is required, as it is usually sold by the foot.

On both the 247 (40 series) and 320 (60, 80, 90 series) engines, the lower radiator hose (outlet to pump) can be replaced by this:

Gates 20386

This hose has a 1-1/2" I.D.; it can be compressed enough to fit the small engine and stretched enough to fit the large engine. (You're dealing only with a 1/16" variation in inside diameter either way.) A few inches must be cut off one end. This hose has a spring-wound wire inside it. Whatever hose is used, the wire is essential to prevent the hose from collapsing. Typically, one cannot see a hose collapse with the engine running at idle; it will happen at higher speed, and if it does the engine will overheat.

### REMOVING THE RADIATOR

This is done with relative ease where the engine, fenders, front grille and sheet metal, etc. have been removed from the car. Taking the radiator out of a fully-assembled car is a different matter. The 1937 Dealer Service Bulletin reproduced below shows how this may be done. You may not want to stand on the fenders, but there does not seem to be too much choice.

Instructions for the removal of the radiator core on all 1937 models is outlined below:

1. Remove hood, by removing the front saddle nut, raise front of hood and slide forward.
2. Remove radiator brace rods.
3. Remove air cleaner.
4. Remove water pump and fan assembly, thermostat housing assembly and all hose connections.
5. Remove the two machine cap screws on each side and the two stove bolts at the top of the core which hold it in the shell.
6. By proper handling, the core may then be moved out of the shell as shown in Fig. 47 and lifted out of the chassis as shown in Fig. 48.

RADIATOR CORE  
REMOVAL - 1937  
ALL SERIES

BPS 2.81  
PAGE 45

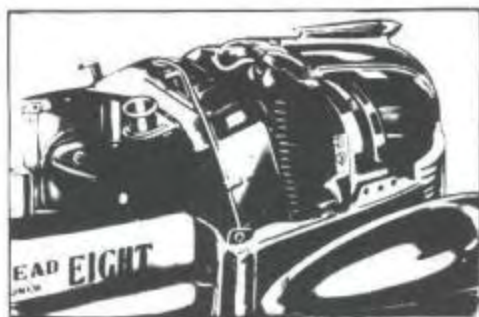


Fig. 47



Fig. 48



## TOOL TALES

By Clint Preslan (#461)

Does your 1937 or 1938 Buick have an "original" tool kit in its trunk? My '37 Roadmaster didn't: no jack, no tattered tool bag, not even a bent screwdriver to rattle on the trunk floor. My tool search was overdue.

What do 1937—1938 Buick tool kits look like? An excellent starting point is the article "1937 Tool Kit" on page 10, Vol. III, Issue 5, (March, 1985) of The 1937—1938 Buick Swap N' Sell News Bulletin, our pre-Torque Tube publication. (Bill made a good choice; The Torque Tube has far more descriptive dignity.) The tool article pictures a Buick tool kit without its two wooden-handled screwdrivers: slotted, I imagine; one short, one long.

"These kits are extremely rare" says the article. Your chances of finding a complete N.O.S. tool kit are probably equal to winning a million-dollar lottery. However, you can still find individual tools, or tools very close to the originals. I believe I've encountered a sort of 1937—1938 Buick paradox:

1. '37-'38 Buick tools are rare. In our hobby, "rare" usually means "expensive."
2. Because these tools are scarce, few hobbyists, flea market vendors, and "junque" people recognize them for what they are....'37-'38 Buick tools seem to be an oddball "Jeopardy" category. Conversely, Model T, A, and V8 Ford tools are beginning to get pricey; most have Ford script and many people are looking for them.
3. Since few people recognize 1937—1938 Buick tools, you have reasonable chances of finding moderately-priced originals or their close matchmates. This means you'll have to paw through piles of rusty, crud-caked tool junk at swap meets, but that's the mystic joy of the chase.

At Hershey last Fall I found a nice adjustable wrench (for \$5.00) identical to the one in the photo except for the Buick emblem. According to the tool kit article, the Buick emblem on the adjustable wrench is located "inside the channel just below the upper jaw."

Instead of a Buick emblem on my wrench, the trademark below was found in the indicated spot:



I also found this trademark on numerous fat-jawed open-end wrenches identical to those in the photo (most selling for \$1.00—\$2.00 each). Again, the "VT" trademark was exactly where the Buick emblem was supposed to be.

I looked up "8.821 Kit, Tool" in the January 1, 1941 Master Parts List of Chassis Parts for Buick and found the enclosed listing (copy). As of January 1, 1941 (and probably earlier) Buick had subcontracted the tool kit to the Vlcheck Tool Company of Cleveland, Ohio. Could the "VT" trademark belong to the Vlcheck Tool Co.? I think it does. Notice, too, the 1937-1938 tool kits have the same part number. Perhaps the Vlcheck Tool Co. provided tool kits for other GM makes as well. Vlcheck may have also made "hardware" wrench sets for sale to the general public.

According to the tool photo, the wrenches, pliers (flat-jawed with one handle tapered like a screwdriver), spark plug socket, and hammer head are a silver metal color. Once you clean the rust and grime off your "finds," a reasonable metal finish can be produced by dipping a paper towel in metallic silver paint and rubbing the tool with it. The results are gratifying....even a grungy wrench can look pretty good.

**8.821 KIT, Tool**

(Vlcheck Tool Co., Cleveland, Ohio)

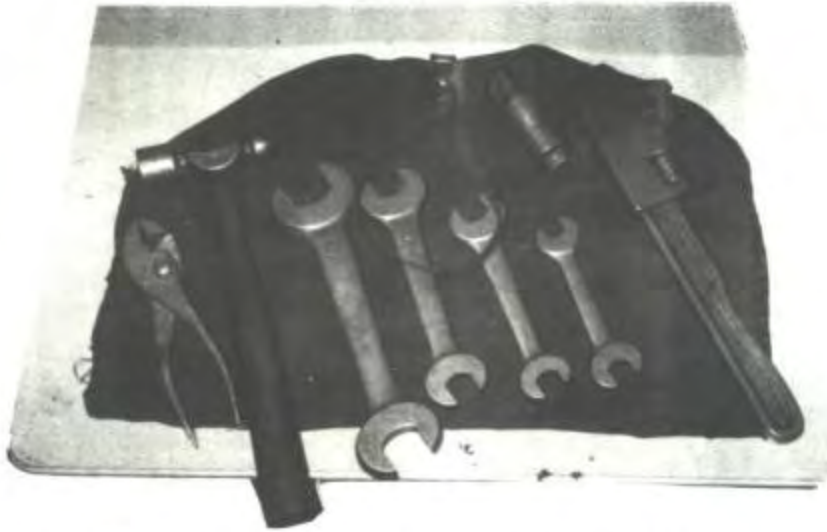
..... 171366	....1	1924 6-Cyl.; 1925-26 Mstr. 6; 1927-28-120-128; 1929-121-129; 1930-50-60; 1931-80-90
..... 180011	....1	1925-26 Std. 6; 1927-28-115; 1929-116; 1930-40; 1931-60
..... 1257814	....1	1932-60
..... 1257815	....1	1932-80-90
..... 1274569	....1	1933
..... 1286550	....1	1934-35-36-40; 1937-38
..... 1284721	....1	1934-35-60-60-90; 1936-60-80-90
..... 1314665	....1	1939 to 1941 inclusive (LHD)
..... 1286550	....1	1939 to 1941 inclusive (RHD)



CLINT PRESLAN'S ASSEMBLED SET OF VLCHECK TOOLS



1937 TOOL KIT ARTICLE FROM VOL.III, NO.5



1937 TOOL KIT. Above is a photo of an original 1937 Buick tool kit, minus whatever screwdrivers came with it. The kit came with a car acquired recently by Jim Campbell (#134) of Perry, Michigan. Dave Lewis did some work on this car, and took the picture while the car was in his shop. Dave says: "I had never seen the original tools, so in the past I did not know what to look for when shopping the swap meets. Maybe the other members have had the same problem....Note the 'Buick' emblem on the two larger end wrenches and the monkey wrench. It is not on the others, just those three for some reason, although they are obviously a matched set." The emblems don't show up very well in the photo, but you should be able to see where they are on the end wrenches; on the adjustable, it's inside the channel just below the upper jaw. We think there were probably two wooden-handled screwdrivers in the kit originally. Presumably, the socket is '37 spark plug size. These kits are extremely rare. But, now that you know what they looked like, you can be on the lookout at swap meets and flea markets for components that are a close match. The cloth pouch could be duplicated: it's brown with a black binding along the outer edges.



*Four-Passenger Sport Coupe with opera seats*  
MODEL 46-S

## 1938 OPTIONS

Set forth below is a very interesting sheet sent in by David Bylsma (#117) listing prices for some 1938 options. Although its origin is not clear, it seems a fair assumption that the list is a Flint "factory" publication, as it calls itself "Price Release No. 3", and one entry speaks of a radio "Installed at Factory." With perhaps one exception, the options listed are unusual.

The first entry is our now-familiar friend, chrome wheel discs. I have seen various listings of the original price of these, all of them different. Price Release No. 3 shows a dealer price of \$18.75 or \$22.50 per car, which seems cheap enough. A literal reading of the 1928-1938 Master Parts Book appears to show \$18.50 per wheel, which is probably a mistake or an incorrect reading of what the book says. (See Vol. V, No. 5, page 15)

From time to time in the past, we have speculated about single sidemounts: were there cars with one fender-mounted spare? Price Release No. 3 seems to provide a clear "yes"; at the least, it tells us that there could have been single-sidemount cars, i.e., that it was possible to order one. It also tells us that Limited limousine (model 90-L) buyers could order their cars with a factory-installed radio in the rear compartment. I have never seen an "R-6" radio, but it may be that one or more of our 90-L owners can tell us more about them. Folding rear center arm rests were standard in all 80 and 90 series closed sedans and the Century four-door sedans (61 and 67), and could be ordered as options on the Century two-door (68) and all Special closed sedans.

What were "Short Sill Cows"? I have no idea, and several people I've asked have no idea either. The "cowl" is of course the area immediately behind the hood and in front of the windshield and doors. A "sill" is the part of the body at the base of the door. What's a "short sill"? Beats me. Whatever it was, they were pretty expensive by 1938 standards. Does anyone know?

As time goes on, we discover more and more "options" and more and more variations from "standard" authenticity. In BCA judging format, with its emphasis on "factory" authenticity, this makes judging more difficult.

### BUICK PRICES - 1938 MODELS

Price Release No. 3 -

	<u>List Price</u>	<u>Net Price</u>	<u>E.O.H.</u>
<u>CHROME WHEELS (Black Enamel Rim)</u>			
All Series - 5 Wheels	\$25.00	\$18.75	\$ .60
6 Wheels	30.00	22.50	.70
<u>SINGLE FENDER WELL</u>			
40 Series	15.00	11.25	.35
60 Series	18.00	13.50	.40
80 Series	20.00	15.00	.45
90 Series	22.00	16.50	.50
<u>RADIO R-6 IN REAR COMPARTMENT OF 90-L</u>			
Installed at Factory	80.00	60.00	x



RIGHT HAND DRIVE

40 Series	25.00	18.75	.60
60 Series	35.00	26.25	.80
80 Series	40.00	30.00	.90
90 Series	50.00	37.50	1.15

REAR CENTER ARM REST

Models 41-44-47-48-68	40.00	30.00	.90
-----------------------	-------	-------	-----

SHORT SILL COWLS

40 Series - All except Convertibles	80.00	60.00	1.80
Convertibles	100.00	75.00	2.25
60 Series - All except Convertibles	80.00	60.00	1.80
Convertibles	100.00	75.00	2.25
80 Series - All except Convertibles	104.00	78.00	2.35
Convertibles	128.00	96.00	2.90
90 Series - All Models	108.00	81.00	2.45

LEFT HAND FRONT DOOR HANDLE - Locking Type

All Series	4.00	3.00	.10
------------	------	------	-----

October 27, 1937



FOUR-PASSENGER CONVERTIBLE COUPE - REAR SEAT - MODEL No. 48-C



## CARS FOR SALE



CAR FOR SALE: '38 Century model 61. Original, complete, rust-free. This car has newer correct grey upholstery with black exterior and no sidemounts. Work done within the year includes new tie rod ends, clutch, transmission rebuild, manifold center section, and new exhaust system. It's time to move up from your Special to the Big Block! \$7,950. CURT BROHARD (#554). 1084 Gardenia Terrace, Alameda CA 94501. 415/521-4299.

---

1937 BUICK, Series 47, 4 Door Fast Back Sedan, Black, PERFECT PROFESSIONAL RESTORATION! AACA Junior, Norfolk '84. Senior, College Park '84. GRAND NAT'L. Asheville '86. \$25,000. Dave Bellon in N.Y.C. Days (718-786-8973, Evenings (516) 932-0146

---

CAR FOR SALE: 1938 Special 4-door (model 41). Dual sidemounts including covers; two sets of running boards, one redone by Hundley Acuff; two sets of grilles; numerous other parts. Previous owner went through the engine, and the car ran well when stored. In restorable shape, but I can't get to it. Asking \$4800 including all extra parts. JIM BOYER (#435). 2714 Burwell Drive, Toledo, OH 43609. 419/385-6965.

---

### BCA NATIONAL MEET JUDGING

Members who intend to show their cars at the BCA National are reminded that the new BCA judging format introduced last year places great emphasis on authenticity. The "ideal" car should appear as it would have when leaving the dealer's showroom. This extends to accessories. Only "period" GM or Buick accessories are considered "authentic." that means, for example, that "Guide" fog or driving lamps are acceptable, but Trippe lights, Lorraine fog lamps, etc., etc., will or may result in "points off." At last year's National there was probably some lenience in judging because the format was brand new. This year I expect the rules will be applied more strictly. My own view is that the rule on accessories is too fussy, at least as it relates to lamps, and I believe a number of you would share that view. I have corresponded with the Chief Judge of BCA about it, but it appears that the rule will not be changed any time soon. (Exceptions to the rule on accessories, as I understand things, will be made for "safety" items such as seat belts, battery cut-off switches, and turn signals; electric fuel pumps will also be an exception. All such items, however, must be neatly installed.)

Respecting authenticity generally, if you have on your car any item or feature that is unusual, but can nevertheless be established as authentic beyond a reasonable doubt, you should be prepared to defend that item or feature with written documentation. Original Buick literature is the best documentation, but any Torque Tube article on authenticity should be acceptable — at least, I will take that position if the question is put to me.

The BCA Chief Judge (MacBlair) is trying to put together a file or manual on authenticity. To the extent I can get it done, I will be sending him copies of Torque Tube articles in which research into authenticity is discussed.

If you want a copy of the BCA judging form used in 1989, send SSAE to the Editor.





# PARTS EXCHANGE



## PARTS FOR SALE

BUICK STANDARD TRANSMISSION GASKET KIT. All gaskets and seals needed when rebuilding or resealing your transmission. Will fit 1937-1938 all series. \$16.95 postpaid (N.J. residents add 6% sales tax.) Send check or money order with name and address; year and series of car.

BUICK TORQUE BALL SEAL KITS, include shim gaskets, cork packing, instruction sheet and a tube of silicone. Will fit 1937-38 all series. \$29.95 postpaid. (NJ residents, add 6% sales tax.) Send check or money order with name and address; year and series of car. Please allow 2-3 weeks for delivery.

JECC, Inc. (Jerry Pasquariello #643)  
P.O. Box 616  
West Paterson, NJ 07424  
201/890-9682

---

NEW DASH PANEL DECALS for 1937 80-90 series cars.  
Kit includes: 1 practice decal 7"x14"; 2 12"x14" decal sheets;  
full size pattern; instruction sheet. \$85.00 plus shipping.

TOM ALDERINK (#735)  
619 W.23 St.  
Holland, MI 49423

616/396-3183  
616/392-1761

---

Insert-type connecting rods, will fit all '37 & '38 40-series engines, \$150 set; thermostat housing with spring-loaded by-pass valve, \$15 (state series); 1938 tail light upper housings, perfect chrome, \$10 pair; 1937/38 series 40 spark plug cover, \$30; 1938 series 40 intake & exhaust manifolds, no cracks, very good cond., \$35; 1938 series 40 hood side panels, very good cond., \$40 pair. Shipping extra. BOB PIPKIN (#76). 2516 62nd SE, Salem, OR 97301.

---

'38 Special starter--\$35; '37/'38 convertible chrome pot metal part that holds the pass. side wing vent--\$75. Call between 5 pm & 9 pm, EST Mon.-Fri. or any time Sat. & Sun. DAVID BYLSMA (#117) 301/551-7236.

---

1938 Owner's Manual, near mint in original envelope--\$45; 1938 hubcaps--\$15 each; 1937-1938 small engine used water pump--\$20. JOHN JOHNSON (#697). 45 S.Lincoln Ave., Mundelein, IL 60060. 708/566-5005

---

'37 tail lights-housing, lens, new rubber pads--\$100; '38 Century running boards (set), no rust, old rubber--\$50; '38 clock--\$10; '37 license lamp red BUICK lens (2)--\$50; '37 pass. side grille (like new)--\$75; '38 pass. side grille--\$50. Douglas Cronk. 1205 Victoria St., Apt. 302, Fairmont, MN 56031. 507/235-6883.

---

1937 series 40- two left side restorable running boards. Will sell or trade both for one series 60 right side. DARRYL COMSTOCK (#614). 6104 Nelson Place SW, Albany, OR 97321. 503/926-3670

---

Have 1937 80 series parts car- no engine, transmission, or any front sheet metal or fenders. Call or write needs. TOM ALDERINK (#735). 619 W.23rd St., Holland, MI 49423. 616/396-3183.

# PARTS WANTED

WANTED: '37 80 series: "Roadmaster" emblems for hood sides; wiper motor casing (Trico SS-4); manifold heat riser valve body complete. TOM ALDERINK (#735). 619 W.23rd St., Holland, MI 49423  
616/396-3183

---

WANTED: For '38 46-S: hood and nose center strips; left window regulator; headlight assemblies to convert back from sealed beams; gas cap springs; good running boards; one park light cover. LANCE BEHM (#810). 425 Kennedy Ave., Pittsburgh, PA 15214.  
412/322-4216

---

WANTED: '38 Century coupe window garnish moldings. HARRY LOGAN (#651). 1005 Rilma Lane, Los Altos, CA 94022.  
415/941-4587

---

WANTED: two jump seats with hardware for '38 series 40 coupe, any condition; '38 banjo steering wheel complete with horn ring and button, need not be mint but must be nice. BILL VANDER HOVEN (#557). 5170 92nd Rd., Newaygo, MI 49337. 616/652-9629.

---

WANTED: 1937 series 60 right side restorable running board or a pair of running boards that are nice enough to use on a driver not meant for show. DARRYL COMSTOCK (#614). 6104 Nelson Place SW, Albany, OR 97321. 503/926-3670. (JN)

---

WANTED: two rear ash trays for '38 Roadmaster, good plastic lids; one cigar lighter for same. BOB MULCAHY (#731). 1879 Romero St., Yuba City, CA 95993. 916/674-5884.

---

WANTED: 1938 heater core for Master heater; facts book; parts books and service bulletins. JOHN JOHNSON (#697). 45 S.Lincoln Ave., Mundelein, IL 60060. 708/566-5005

---

WANTED: '38 good clean clock; '37 center horn emblem; '37 De Luxe heater; two '38-'39-'40 80, 90 series wheels (16 x 7 $\frac{1}{2}$ ); '38 80, 90 series left front and right front engine splash pans (Group 8.112; Parts 1303492, 1303493 ). DAVE LEWIS (#237). 3825 South Second St., Springfield, IL 62703 217/529-5290

---

WANTED: Copies of '37/'38 Club "Bulletin" (pre-Torque Tube): Vol.I, Nos. 2, 8; Vol.II, Nos. 2, 3, 8; Vol.III, No. 6; Vol.IV, Nos. 1, 2. DARRYL COMSTOCK (#614). 6104 Nelson Place SW, Albany, OR 97321.

---

WANTED: Will pay top dollar for a 1937 series 40 nose center stainless strip in excellent condition. Also dash ashtray; heater fan; complete defrost system including mounting brackets. DORSEY HELM (#699) 19630 S.E. 189th Pl., Renton, WA 98058. 206/432-1546.

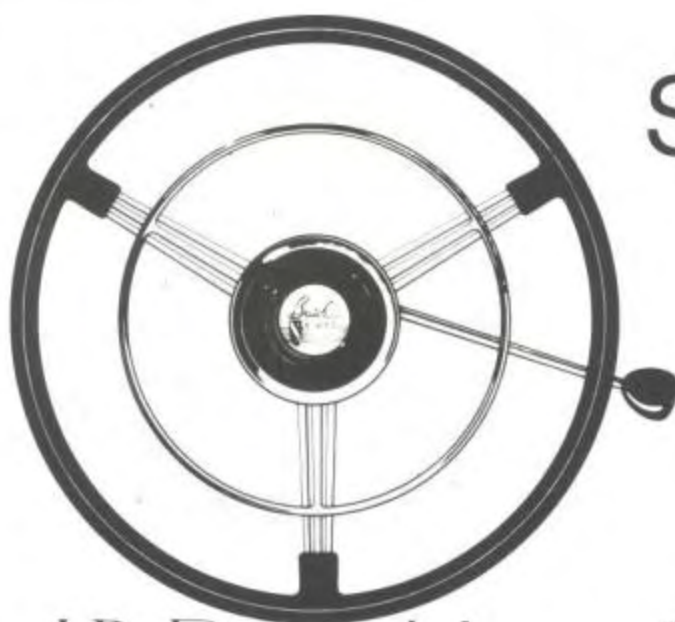
---

WANTED: For '37 series 60- oil pump; working regulator; working generator. JOSEPH BOWLES (#612). 6908 Bellaire Dr., New Orleans, LA 70124

---







## Perfectly Recast STEERING WHEELS

1936 Thru 1947  
\$2.00 for Brochure

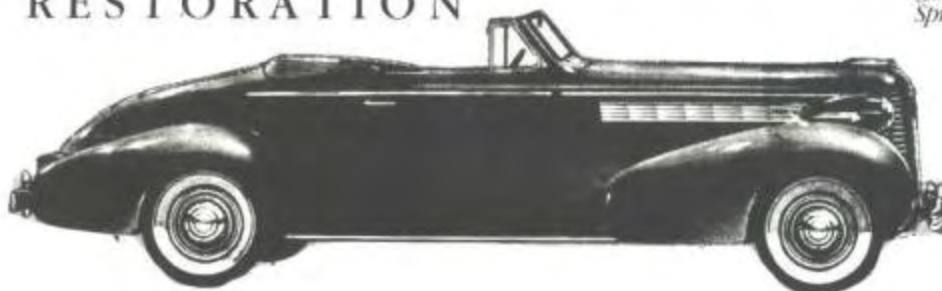
Must  
Specify year

(602) 278-4505

# J.B. Donaldson Co.

2533 W. Cypress Phoenix, Arizona 85009

## DAVE LEWIS RESTORATION



*Partial or Complete  
Show Quality Restorations*

*3825 South Second Street  
Springfield, Illinois 62703  
217-529-5290*

*References Available  
20 Years Experience  
Show Car Maintenance  
Fully Insured  
and Guaranteed  
Shop Open 6 Days  
9AM to 10PM CST*



1927  
TO  
1953

## WIRING HARNESSES

AUTHENTIC REPRODUCTION  
WIRING SYSTEMS THRU 1953  
HANDCRAFTED WITH THE  
FINEST MATERIALS  
EACH SUPPLIED WITH:  
LIMITED WARRANTY  
INSTALLATION INSTRUCTIONS

SCHEMATICS  
ALSO OFFERING:  
WIRING SUPPLIES  
BRAIDING SERVICE  
CATALOG OR INFORMATION \$2

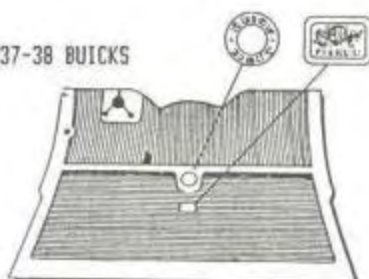


BOX 435 WAYNE, PA. 19087

# BOB'S AUTOMOBILIA (805) 434-2963

SOME OF THE HUNDRED'S OF REPRODUCTION ITEMS WE STOCK FOR 1937-38 BUICKS

1937-38 FRONT RUBBER FLOOR MATS. HOLES PUNCHED FOR SERIES 40-60. NEW PRODUCTION NOW WITH SOLID TAUPE RUBBER. AVAILABLE UN-CUT FOR ROADMASTER AND RIGHT HAND DRIVE AUTO'S. WE ALSO HAVE MADE A FEW IN BLACK FOR THOSE THAT WANT ONE, BUT WE HAVE BEEN TOLD THAT ALL 40-60 SERIES CAME WITH TAUPE ONLY ORIGINALLY. SPECIFY SERIES,COLOR AND TRIMMED OR NOT. FF-37B \$175.



1937 HUB CAPS, CHROME PLATED AND "BUICK" LETTERS ARE PAINTED. HC-37 \$60.EA

1936-40 WHEEL BEAUTY TRIM RINGS. POLISHED STAINLESS STEEL. 16" DIA. TR-16 \$29.EA  
SET OF 4 TR-16S \$96.SET



1937 AND 1938 HOOD ORNAMENTS. AN EXACT CHROME PLATED REPRODUCTION. 1937 HO-37 \$75.  
1938 HO-38 \$75.

1937-38 DOOR WEATHERSEALS. SPONGE GLUE-IN STYLE #DW-37B \$1.40/FT. CLIP IN STYLE, #DW-80 \$2.00 FT CLIPS #WC-80 .30 EACH.



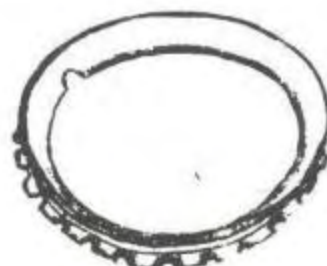
1937 "BUICK 8" GRILLE ORNAMENT. READY TO INSTALL. 60-37 \$35.



1937-38 RUNNING BOARD INSULATORS. TOTALLY NEW MATERIALS. NOT A RE-COVERING JOB. WE SUPPLY FACTORY INSTALLATION INSTRUCTIONS WITH YOUR ORDER. COMPLETE \$19 EACH.  
INSULATOR ONLY, \$7.EA STEEL/RUBBER BASE ONLY, \$14.

1937-38 GLOVE BOXES. NEW CLOTH LINED WITH CLIPS. 1937 GB-37 \$27. 1938 GB-38 \$27.

1937-38 TRUNK FABRIC. DIAGONAL LINES PRINTED ON BURLAP. 48" WIDE. T-25 \$30/YD.



1937-38 MOTOR MOUNTS. NO OLD CORES NEEDED. (OR WANTED) THESE ARE MADE WITH ALL NEW METAL AND RUBBER. '37 (EXCEPT CONVERTS.) '38 ALL. FRONTS ONLY.  
UPPER SP-339 \$ 9/PAIR LOWER MM-347 \$27/EACH



1932-40 FISHER BODY PLATE. CHROME PLATED, PAINTED, BLACK-BLUE AND WHITE. WITH SPECIAL SCREWS. FP-320 \$ 7. EA.



1919-41 BUICK "LOCK ROLL" HOSE CLAMPS. STAINLESS STEEL WITH LOGO. LC-1XX \$5.50 EA.  
1937-38 HOOD REST PADS. 6 TO 8 NEEDED PER CAR. HR-37B \$ 4.EA



1937-38 DOOR SILLS. 45" LONG. CUT-TO LENGTH. DS-37B \$25.EA.  
1937-38 SHOP MANUALS. FULL SIZE, CLEAR REPRINTS. '37 SM-37 \$30. 1938 SM-38 \$35.

1937 FISHER BODY MANUAL. FOR BUICK ONLY. (NOT FOR CONVERTIBLES.) FM-37 \$15.  
1937-38 WIPER ARM. WA-360 \$15 EA. BLADES WB-8 \$4EA.



1937-38 COPPER MESH AIR FILTER ELEMENT. BLACK FRAME W/ROUND HOLES. SIZE? AF-3X \$25.  
1937-38 TAILLIGHT LENS GASKETS. ALL SERIES. TLG-380 \$5. PAIR

TO ORDER BY PHONE; (805)434-2963. C.O.D. VISA or MASTERCARD. SHIPPING \$5. PER ORDER. OUR 36 PAGE BUICK CATALOG \$3.00 or FREE WITH ORDERS. WE ALSO STOCK; DASH PLASTIC KNOBS AND FITTINGS, DOOR/TRUNK WEATHERSEALS, DASH GLASS, DECALS, SUSPENSION PARTS AND MUCH MUCH MORE. BOB'S AUTOMOBILIA BOX 2119 ATASCADERO, CA. 93423



# Top Quality '37-'38 Parts...

## Engine Supports

Pad, front engine support. Replaces #1271631. Upper only 2/car

B-0229 . . . . . \$19.50/pr.

1934-38 Pad, engine support, front, lower, as required. Revulcanization service only for #1295255 & #1305582. Send in your old cores and allow 3 weeks. All models.

B-0234 . . . . . \$62.20/pr.

Support assembly, engine, rear. Replaces #1297662. Revulcanized to new condition using your old steel plates. Please send both steel plates from your old supports (4 pieces total). Allow 3 wks. for delivery. Series 40 only.

B-0235 . . . . . \$93.00/pr.

Support, engine, rear. Revulcanizing service. Replaces #1297662. Your original steel parts cleaned, blasted, and remolded to new rubber. Be sure to send in both parts of each mount. Allow 3 weeks for this job. Series 80 and 90.

B-0256 . . . . . \$93.00/pr.

Insulator support, engine, rear at bell housing. Replaces #1297663. New rubber vulcanized to your old steel core. Send in cores and allow 3 weeks. All Series 60.

B-0289 . . . . . \$102.30/pr.

## Transmission Mounts

1937 Pad set, transmission support.

Replaces #1292970. Special resilient rubber. Use your original channel, plate and cap. 1 set (2 pad per set) per car. Series 60, 80, 90.

B-0257 . . . . . \$48.40/set

1937 Pad, transmission support. Replaces #1297169. 2 per car. Series 40.

B-0228 . . . . . \$15.70/pr.

1938 Pad, transmission mounting upper and lower. Replaces #1305964 upper, and #1302573 lower. Revulcanizing service only. Send in your original steel plates and tube and we will revulcanize with top quality rubber to new condition. Allow 3 weeks. Series 40 only, with standard transmission.

B-0312 . . . . . \$48.40/set

1938 Pad assembly, transmission support, lower. Replaces #1302573. Revulcanizing service only. New rubber vulcanized to your old steel core. Send in old plate and sleeve and allow 3 weeks. All Series 40.

B-0296 . . . . . \$22.50/ea.

1938 Insulator blocks, transmission support, upper and lower. These blocks aren't vulcanized to steel, but are installed in shells at time of assembly like original. Replaces #1305236, 1304840, 1310645, 47. Series 60, 80, 90.

B-0335 . . . . . \$27.20/pr.

## Vulcanized Windshield

1937 Vulcanized windshield weatherstripping channel. Series 90 WITH reveal molding. (Order C-0159 or C-0059 division bar gasket separately).

C-0566 . . . . . \$53.90/ea.

1937-38 Vulcanized windshield weatherstripping channel. Series 40 and 60 closed cars WITHOUT reveal molding. (Order C-0159 division bar gasket separately).

B-0250 . . . . . \$60.50/ea.

1937-38 Vulcanized windshield weatherstripping channel. Series 40 and 60 convertibles WITHOUT reveal molding. (Order C-0159 division bar gasket separately).

C-0601 . . . . . \$53.10/ea.

## Division Bar Gasket

1937 Gasket set, windshield division post, inner and outer, also acts as retainer for outer division bar chrome molding. Replaces #4065086. Steel core, threaded as original for screws. Ser. 80C conv't. Sed.

B-0301 . . . . . \$38.50/set

1937 Weatherstrip, windshield divider post, outer, steel core. Acts as retainer for outer chrome. Similar to C-159 but shorter (12" O.A.). Series 90.

C-0486 . . . . . \$38.50/set

1937-38 Gasket, windshield division post, inner and outer, also acts as retainer for outer division bar chrome, molding. Steel core, threaded as original for screws.

C-0159 . . . . . \$26.10/set

1938 Gasket set, windshield divider post. Replaces #4083790-91, inner and outer. 2 piece set with screw holes and pilots. Series 80 & 90 (except convertible).

C-0247 . . . . . \$27.20/set

## Vent Window

1937 Vent window weatherstrip. Styles 4829.

C-0038-A . . . . . \$73.20/pr.

1937-38 Vent window weatherstrip. Series 40 and 60 (except for convertibles).

C-0038-AE . . . . . \$65.50/pr.

1937-38 Vent window weatherstrip. Series 40 and 60 convertibles.

C-0038-G . . . . . \$66.50/pr.

1938 Vent window weatherstrip. Series 80 and 90 convertibles.

C-0038-C . . . . . \$71.50/pr.

1938 Vent window weatherstrip. Series 80 & 90 closed cars.

C-0038-Q . . . . . \$73.20/pr.

### TO ORDER:

Call us and place your order on Master Card or Visa, or we can ship UPS Cash C.O.D. You may mail in your order (US customers please include 10% for UPS Ground shipping. Canadian customers include 20%).

These prices effective January 1 to December 31, 1990.

We recommend you obtain a catalog before ordering to compare illustration with your original part. Our 448 page illustrated catalog is just \$2 (\$4 in Canada, \$10 elsewhere) and has nearly 7000 catalog part entries for your Buick, Cadillac, Chevy Car & Truck, GMC, Olds, Pontiac, Packard, Chrysler, Dodge, Plymouth, and Independents.

## See us this Spring!

Charlotte: KB41-50

Carlisle: LJ94-101

Pate TX: D & E

445-449

# STEELE

Quality  
Reproduction Rubber

"The best parts. Period"

Steele Rubber Products  
Dept 37-38  
1601 Hwy 150 East  
Denver NC 28037

# 1-800-544-8665

Call us toll free from the continental U.S., & North Carolina  
Hours: 8-5 Eastern; 8-12 Saturday

Info & Canada  
1-704-483-9343  
24 hour Fax Line  
1-704-483-6650

☐ **Yes, send me a 1990  
Steele Quality Reproduction  
Rubber catalog today!**

Send coupon to address on the left,  
or call us toll free 1-800-554-8665.

Name

Address

City, State

Zip

The best \$2 (\$4 Canada, \$10 elsewhere) that you'll spend on your car.

# 1937-38 Buick Parts

# BUICK INTERIORS NOW AVAILABLE

Complete your restoration with an authentic Buick interior from Hampton Coach. Each kit made in our own upholstery shop to original specs using only the finest fabrics and materials.

Panel Kits, Headlining Kits and Seat Upholstery Kits come complete, ready to install.

We presently have kits for the following popular Buicks and are in the process of adding many more.

- 1936-39 Model 46
- 1937-40 Model 41
- 1942-49 Model 41
- 1946-49 Model 51
- 1938 Model 67
- 1937-38 Model 61
- 1941 Model 44
- 1937 Model 47
- 1951 Model 52
- 1938 Model 67
- 1953 Skylark



## Guaranteed Quality & Fit

*Write or call today for free literature including samples and prices. Please be sure to include year and model of your Buick along with your request.*



Hampton Coach Inc., 70 High Street, P.O. Box 665, Hampton, NH 03842 (603) 926-6341



